

The new rules require a Permit By Rule form be filed with the Department before forest and field driveways and entrances are built.

HOW MUCH WILL A PERMIT COST ME?

Permits are free. However, depending on the affected highway and the intensity of the proposed development, applicants may be required to mitigate the traffic impacts of their proposed entrance onto the state or state aid highway.

WHO ADMINISTERS THE ACCESS RULES?

The Maine Department of Transportation is responsible for administering the rules. The Department encourages local permitting agencies, real estate agents, lenders, engineers, surveyors and others who work with property owners on land development to alert their customers that an MDOT permit is required.



WHEN DO THE ACCESS RULES TAKE EFFECT?

The new rules will take effect early in 2002. Land sales and development occurring after that date must comply with the rules.

WHERE CAN I OBTAIN MORE INFORMATION?

For a copy of the rules or to request an application form, contact the MDOT Division Office nearest you or check the web at www.state.me.us/mdot/planning/bureauweb/accesslinks.htm.

For help in determining the appropriate MDOT Division office, call (207) 624-3600.

Individual Division offices may be reached at:

Division 1- Presque Isle:	764-2060
Division 2 - Ellsworth:	667-5556
Division 3 - Bangor:	941-4500
Division 4 - Fairfield	453-7377
Division 5 - Rockland	596-2230
Division 6 - Scarborough	885-7000
Division 7 - Dixfield	562-4228

Maine Department of Transportation
16 State House Station
Augusta, Maine 04333-0016



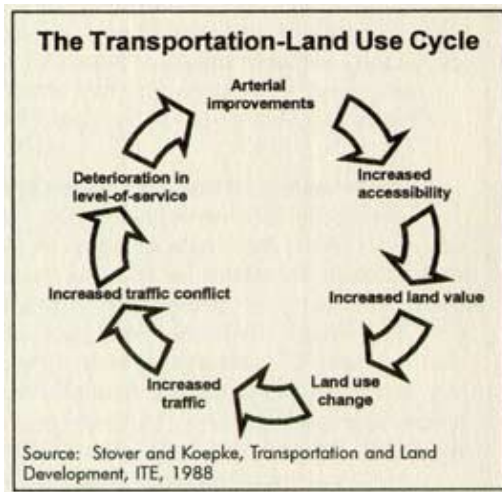
PLANNING A DRIVEWAY OR BUSINESS ENTRANCE?

HERE'S WHAT YOU SHOULD KNOW ABOUT MDOT'S NEW DRIVEWAY/ENTRANCE PERMITTING PROCESS



WHAT IS ACCESS MANAGEMENT?

ACCESS MANAGEMENT provides safe access for land development while conserving the ability of a highway to move traffic safely and efficiently. The State's new access management program sets up a permit process for property owners for constructing driveways or entrances on the state's collector and arterial highways. Municipalities may have their own access management systems on local roads or within urban compact areas.



WHY IS IT SO IMPORTANT?

ACCESS MANAGEMENT:

Increases Safety by assuring predictable, well-designed and highly visible locations for vehicles entering / exiting the highway. On higher speed highways designated for longer distance travel, fewer access points mean fewer conflicts and safer travel. During the 1990's, driveway related crashes in Maine are estimated to have cost those immediately and indirectly involved roughly \$1.2 billion.

Supports Economic Activity by carefully planning the location and design of driveways or entrances onto state highways to avoid user costs associated with increased traffic delays and conflicts.

Controls Public Costs by improving safety and conserving the highway's ability to handle traffic. Unmanaged access leads to congestion. Congestion negatively affects safety, clean air, and productivity. Poorly designed driveways can also create road-damaging runoff. Relieving highway congestion, improving safety, restoring healthy air and repairing runoff damage requires additional public investment in our transportation systems.

Promotes Community & Environmental Quality by supporting strong local planning. Livable places provide well-planned mixed uses with opportunities for walking and bicycling to work, school, shopping or banking. Building on the high-speed highways at the edge of a community can degrade historic downtowns, and increase reliance on the automobile. That over-reliance quickly clogs up Maine's arterial highway system, which is intended to provide long distance connections between major business centers and employment opportunities in and out of state. Replacing that resource is too difficult and too expensive to allow unplanned access points to degrade its safety and function.

WHO IS AFFECTED BY ACCESS MANAGEMENT?

Anyone involved in making land use decisions on state or state aid highways located outside the "urban compact area" of a municipality is affected.

A **landowner or developer** planning to build a home or business or subdividing land abutting

a state or state aid highway must obtain a permit from MDOT before building a driveway or entrance onto that highway.



Lending institutions, engineers, designers, surveyors, and real estate agents, representing existing or prospective owners of a parcel being marketed for a change in use on a state or state aid highway may wish to advise them of Maine's new access rules.

Earthwork contractors and builders should become familiar with the rule and its requirements. On some highways, the new rules require separation between adjacent driveways to support existing posted speed limits. Lots that can't meet separation standards could be denied a permit.

Local tax assessors, code officers and Planning Boards should be aware of the new rules to avoid unintentionally supporting the creation of lots that cannot be granted an access permit by MDOT because they lack frontage or sight distance or do not meet other access management standards.